NO TIME TO BLUFF! MUST MAKE GOOD

President Speaks on Responsibility of Nation.

NO PARTY LINE DIVISION

Declares We Must Maintain Navy of

PLEADS FOR FIXED POLICY

High Efficiency.

Measures More Important Than Men. Chief Executive Discusses Great Public Projects Under Way.

MEMPHIS. Tenn., October 5.-The address of the President before the lakes-togulf waterways convention yesterday afternoon was as follows:

Under any circumstances I should welcome the chance of speaking at Memphis, in the old historic state of Tennessee, rich In its glorious past and in the certainty of an even greater future; but I especially congratulate myself that I am able to speak here on an occasion like this, when I meet many of the citizens of Mississippi and Arwhen the chief executives of so many states are gathered to consider a subject of momentous interest to all. The Mississippi valley is a magnificent empire in size and fertility. It is better adapted to the development of inland navigation than any other valley in either hemisphere for there are 12,000 miles of waterway now more or less fully navigable, and the conditions are so favorable that it will be easy to increase the extent of navigable waterways to almost any required degree by canalization. Early in our industrial history this valley was the seat of the largest development of inland navigation in the United States, and perhaps you will pardon my mentioning that the first steamboat west of the Alleghenies was built by a Roosevelt, my great-grandfather's brotherr, in 1811, for the New Orleans trade, and in that year made the trip from Pittsburg to New Orleans. But from various causes river and canal transportation declined al over the United States as the railroad systems came to their full development. It is our business to see that the decline is not permanent; and it is of interest to remember that nearly a century ago President Madison advocated the canalization of the Mississippi.

Wealth of Natural Resources.

In wealth of natural resources no kingdom of Europe can compare with the Mississippi valley and the region around the great lakes, taken together, and in population this huge fertile plain already surpasses all save one or two of the largest European kingdoms. In this empire a pecultarly stalwart and masterful people finds Itself in the surroundings best fitted for the full development of its great powers and faculties. There has been a great growth in the valley of manufacturing cengo too far: but I most earnestly hope that this region as a whole will remain predominantly agricultural. The people who live in the country districts, and who till the small or medium-sized farms on which they live, make up what is on the whole the most valuable asset in our national life. There can be just as real progress and culture in the country as in the city; especially in these days of rural free delivery, trolleys, bicycles, telephones, good roads and school improvements. The valley of the Mississippi is politically and commercially more important than any other valley on the face of the globe. Here more than anywhere else will be determined the future of the United States, and, indeed, of the whole western world; and the type of civilization reached in this mighty valley, in this vast stretch of country lying between the Alleghenies and the Rockies, the great lakes and the gulf, will largely fix the type of civilization for the whole western hemisphere. Already, as our history shows, the west has determined our national political development, and the fundamental principle of present American politics, political equality was originally a western idea.

The wonderful variety of resources in different portions of the valley make the demand for transportation altogether exceptional. Coal, lumber, corn, wheat, cotton, cattle-on the surface of the soil and beneath the soil the riches are great There are already evident strong tendencies to increase the carrying of freight from the northern part of the valley to the gulf. Throughout the valley the land is so fertile as to make the field for the farmer peculiarly attractive; and where in the west the climate becomes dryer we enter upon the ranching country; while in addition to the products of the soil there are also the manufactures supplied in innumerable manufacturing centers, great and small. Cities of astonishing growth are found everywhere from the gulf to the great lakes, from the Alleghenies to the Rockles; most of them being situated on the great river which flows by your doors or upon some of its numerous navigable tributaries. New mineral fields are discovered every year; and the constantly increasing use of all the devices of intensive cultivation steadily adds to the productive power of the farms. Above all, the average man is honest, intelligent, self-reliant and orderly, and therefore a good citizen; and farmer and wageworker alike-in the last analysis the two most important men in the community-enjoy a standard of living, and have developed a standard of self-respecting, self-reliant manhood, which are of good augury for the future of the entire republic. No man can foresee the limit of the possibility of development in the Mis-

Concerns the Whole Country.

Such being the case, and this valley being literally the heart of the United States, all that concerns its welfare must concern likewise the whole country. Therefore, the Mississippi river and its tributa. ies ought by all means to be utilized to their utmost possibility. Facility of cheap transportation . an essential in our modern civilization, and we cannot afford any longer to neglect the great highways which nature has provided for us. These natural high-ways, the waterways, can never be monopolized by any corporation. They belong to all the people, and it is in the power of no to take them away

Wherever a navigable river runs beside railroads the problem of regulating the rates on the railroads becomes far easier, because river regulation is rate regulation. When the water rate sinks the land rate cannot be kept at an excessive height. Therefore it is of national importance to develop these streams as highways to the fullest extent which is genuinely profitable. Year by year transportation problems become more scute, and the time has come when the vers really fit to serve as arteries of trade should be provided with channels deep enough and wide enough to make the in vestment of the necessary money profitable The national government should undertake this work. Where the immediately abutting land is markedly fited, and this benefit can be definitely localized. I trust that there will be careful in- Citizens of all portions of the country are Before closing let me say a word upon

devised by which the immediate beneficlaries may pay a portion of the expenses— as is now the custom as regards certain classes of improvements in our municipalities; and measures should be taken to se-cure from the localities specially benefited proper terminal facilities. The expense to the nation of entering upon such a scheme of river improvement as that which I believe it should undertake will necessarily be great. Many cautious and conservative people will look askance upon the project, and from every standpoint it is necessary, if we wish to make it successful, that we should enter upon it only under conditions which will guarantee the nation against waste of its money, and which will insure us against entering upon any project until after the most e aborate expert examination and reliable calculation of the proportion between cost and benefit. In any project ike this there should be a definite policy, and a resolute purpose to keep in mind that the only improvements made should be those really national in their character. We should act on the same principle in im-proving our rivers that we should follow in improving our harbors. The great harbors are of consequence not merely to the immediate localities, but to immense stretches of country; and the same is true of the great tivers. It is these great rivers and great harbors the improvement of which is of primary national interest. The main streams should be improved to the highest practical degree of efficiency before im-provements are attempted on the branches and work should be undertaken only when completion is in sight within a reasonable lime, so that assured results may be gained and the communities affected depend upo the improvements. Moreover, as an inci dent in caring for the river so that it may become an efficient channel of transportation, the United States government should do its full part in leves building, which, in the lower reaches of the river, will not only give a channel for commerce, but will also protection to the adjacent bottom

Sums Already Spent.

Immense sums have already been spent upon the Mississippi by the states and the nation, yet much of it remains practically unused for commerce. The reason for this not only the citizens of Tennessee, but fact are many. One is that the work done by the national government at least has kansas and of other states as well; and not been based upon a definite and continuous plan. Appropriations by Congress, in stead of assuring the steady progress and timely completion of each piece of work as it was undertaken, have been irregular and uncertain. As a direct consequence, farreaching plans have been discouraged and continuity in execution has been made impossible. It is altogether unlikely that better results will be obtained so long as the method is followed of making partial appropriations at irregular intervals for works which should never be undertaken until it is certain that they can be carried to completion within a definite and reasonable time. Panned and orderly development is essential to the best use of every natural resource, and to none more than to the best use of our inland waterways. In the case of the waterways it has been con spicuously absent. Because such foresight was lacking, the interests of our rivers have been in fact overlooked, in spite of the immense sums spent upon them. It is evident that their most urgent need is a farsighted and comprehensive plan, dealing not with navigation alone, nor with Irrigation alone. but considering our inland waterways as a whole, and with reference to every use to which they can be put. The central motive of such a plan should be to get from the streams of the United States not only the fullest but also the most permanent service they are capable of render-ing to the nation as a whole.

The industries developed under the stimu lus of the railroads are for the most part permanent industries, and therefore they form the basis for future development. But the railroads have shown that they alone cannot meet the demands of the country for transportation, and where this is true the rivers should begin to supplement the railroads, to the benefit of both, by relieving them of certain of the less profitable classes of freight. The more far-seeing railroad men, I am glad to tell you, cealize this fact, and many of them have become earnest advocates of the improvement of the Mississippi, so that it may be-come a sort of inland seaboard, extending from the gulf far into the interior, and I hope ultimately to the great lakes. An investigation of the proposed lakes-to-theder an appropriation of the last Congress. We shall await its results with the keenest interest. The decision is obviously of capital importance to our laternal developmen and scarcely less so in relation to externa

This is but one of the many projects which it is time to consider, although a most important one. Plans for the im-provement of our inland navigation may fairly begin with our greatest river and The lands which the Columbia drains include a vast area of rich grain fields and fruit lands, much of which is not easily reached by railways. The re-moval of obstructions in the Columbia and its chief tributaries would open to naviga-tion and inexpensive freight transportation fully 2,000 miles of channel. The Sacratidal openings into San Francisco hay are partly navigable now. Their navigation should be maintained and improved, so as to open the marvelously rich valley of Cali-fornia to inexpensive traffic, in order to facilitate both rate regulation and the con-trol of the waters for other purposes. And many other rivers of the United States demand improvement, so as better to meet the requirements of increasing production soil, increasing manufacture and rapidly growing poulation.

Other Important Questions.

While thus the improvement of inland navigation is a vital problem, there are other questions of no less consequence connected with our waterways. One of these relates to the purity of waters used for the supply of towns and cities, to the prevention of pollution by manufacturing and other industries, and to the protection of drain age areas from soil wash through forest covering or judicious cultivation. With our constantly increasing population this question becomes more and more pressing, be-cause the health and safety of great bodies

of citizens are directly involved. Another important group of questions con cerns the irrigation of arid lands, the pre-vention of floods and the reclamation of wamps. Aiready many thousands of home. have been established on the arid regions, and the population and wealth of seventees states and territories have been largely in creased by irrigation. Yet this means of national development is still in its infancy, and it will doubtless long continue to mul-tiply homes and increase the productiveness and power of the nation. The recla-mation of overflow lands and marshes, both n the interior and along the coasts, has already been carried on with admirable remits, but in this field, too, scarcely mor han a good beginning has yet been made Sttill another fundamentally important question is that of water power. Its significance in the future development of our whole country, and especially of the west, s but just beginning to be understood. The plan of the city of Los Angeles, for example, to bring water for its use a distance of nearly 250 miles-perhaps the boldest project of the kind in modern times-promnot only to achieve its purpose, but in addition to produce a water power sufficiency. When the canal is finished our ciently valuable to pay large interest on the navy can move from one ocean to the other

nvestment of over \$21,000,000. er to double purpose have not always been which should always be kept and mathat water enough is flowing unused over our home waters in one ocean and now to overnment dams, built to government dams, built to improve navi-gation, to produce many hundreds of thousands of horsepower. It is computed that the annual value of the available but un-used water power in the United States exreeds the annual value of the products of there can all our mines. Furthermore, it is calculated | lines. that under judicious handling the power of our streams may be made to pay for all the works required for the complete development and control of our inland waterways Forests are the most effective preventers of floods, especially when they grow on the higher mountain slopes. The national for est policy, inaugurated primarily to avert or mitigate the timber famine which is now beginning to be felt, has been effective also in securing partial control of floods by retarding the run-off and checking the erosion of the higher slopes within the na tional forests. Still the loss from soil wash is enormous. It is computed that one-fifth of a cubic mile in volume, or one billion tons in weight of the richest soil matter of the United States, is annually gathered in storm rivulets, washed into the rivers and into the sea. The loss to the farmer is in effect a tax greater than all other land taxes combined, and one yielding absolutely no return. The Department of Agriculture is now devising and testing means

One of Many Ends.

to check this enormous waste through im-

proved methods of agriculture and forest

vestigation to see whether some we an be coming to realize that, however important the subject of the regulation of the rail-

the improvement of navigation may be, it is only one of many ends to be kept in is only one of many ends to be kept in view. The demand for navigation is hardly more pressing than the demands for re-claiming lands by irrigation in the arid regions and by drainage in the humid low-lands, or for utilizing the water power now running to waste, or for purifying the waters so as to reduce or remove the tax of soil waste, to promote manufactures and safeguard life. It is the part of wis-dom to adopt not a jumble of unrelated plans, but a single comprehensive scheme for meeting all the demands so far as possible at the same time and by the same means. This is the reason why the inland waterways commission was created in March last, largely in response to petitions from citizens of the interior, including many of the members of this Congress. Broad instructions were given to the commission instructions were given to the commission in accordance with this general policy that no pial should be prepared for the use of any stream for a single purpose without carefully considering, and so far as practicable actually providing for, the use of that stream for every other purpose. Plans for navigation and power should provide with special care for sites and terminals not only for the immediate present but also for the future. It is because of my confor the future. It is because of my con-viction in these matters that I am here. The inland waterways commission has a task broader than the consideration of task broader than the consideration of waterways alone. There is an intimate relation between our streams and the development and conservation of all the other great permanent sources of wealth. It is not possible rightly to consider the one without the other. No study of the problem of the waterways could hope to be successful which failed to consider also the remaining factors in the great problem of conserving all our resources. Accordingly, I have asked the waterways commission to take account of the orderly development and conservation, not alone of the waters, but also of the soil, the forests, the mines and all the other natural resources of our country.

Many of these resources which we have been in the habit of calling inexhaustible are being rapidly exhausted, or in certain regions have actually disappeared. Coal mines, oil and gas fields, and iron mines in important numbers are already worked out. The coal and oil measures which remain are passing rapidly, or have actually passed, into the possession of great cor-porations, who acquire ominous power through an unchecked control of these prime necessities of modern life; a control without supervision of any kind. We are consuming our forests three times faster than they are being reproduced. Some of the richest timber lands of this continent have already been destroyed, and not replaced, and other vast areas are on the verge of destruction. Yet forests, un-like mines, can be so handled as to yield the best results of use, without exhaustion, just like grain fields.

Our Public Lands. Our public lands, whose highest use is to supply homes for our people, have been and are still being taken in great quantities by large private owners, to whom homemaking is at the very best but a secondary motive subordinate to the desire for profit. To allow the public lands to be worked by the tenants of rich men for the profit of the landlords instead of by freeholders for the livelihood of their wives and children is lit-tle less than a crime against our people and our institutions. The great central fact of the public land situation, as the public lands commission well said, is that the amount of public land patented by the government to individuals is increasing out of all propor-tion to the number of new homes. It is clear beyond peradventure that our natural esources have been and are still being abused, that continued abuse will destroy them, and that we have at last reached the forks of the road. We are face to face with the great fact that the whole future of the nation is directly at stake in the momentous decision which is forced upon us. Shall we continue the waste and destruction of our

natural resources, or shall we conserve them? There is no other question of equal gravity now before the nation.

It is the plain duty of those of us who for the moment are responsible to make inven-tory of the natural resources which have been handed down to us, to forecast as well as we may the needs of the future, and so to handle the great sources of our pros-perity as not to destroy in advance all hope for the prosperity of our descendants.

As I have said elsewhere, the conservation of natural resources is the fundamental but with these wrongdoers who mislead solve that problem will avail us little to solve all others. To

solve it. the whole nation must undertake the task through their organizations and associations, through the men whom they have made specially responsible for the welfare of the several states, and finally through Congress and executive. As a preliminary step, the inland waterways com-mission has decided, with my full approval, to call a conference on the conservation of natural resources, including, of course, the streams, to meet in Washington during the coming winter. This conference ought be among the most important gatherings in our history, for none have had a more vital

uestion to consider. There is a great national project already under way which renders the improvement of the Mississippi river and its tributaries specially needful. I mean the Panama canal. The diging of that canal will be of benefit to the whole country, but most of all to the states of the Pacific slope and the gulf; and if the Mississippi is properly improved, to the states through which it flows. The digging of the Panama canal is the greatest engineering feat which has yet been attempted on this globe. work has been going on most successfully and with fewer drawbacks and difficulties than I had dared hope. When under our treaty with Panama we took possession of the canal zone I was confident that we should be able to build the canal, but I took it for granted that we should meet many unexpected difficulties, not only in the actual work, but through, and be of, the diseases which had made the isthmus a byword of unhealthfu'ness. work done in making the conditions on the isthmus healthy, however, has been so suc-cessful that at present the death rate the thousands of Americans engaged in the canal work is lower than st localities in the United States. The organization has been perfected, the ma-chinery installed and the actual work, of the dredges, the steam shovels and the dirt trains, is going on with constantly increasing rapidity and effectiveness. In the month of August over twelve thousand cubic yards of material were removed, chiefly from the Culebra cut—the record removal—and if this rate can be the work of digging will be through in haif a do; en years. The finishing of the locks of the great dam may take a little longer; but it begins to look as though the work will be ompleted even sooner than we had estimated

Grave Responsibilities.

Remember, gentlemen, that any work like this entails grave responsibilities. The one intolerable position for a self-respecting nation, as for a self-respecting man, is to bluff and then not be able to make good. We have accepted the Monroe doctrine as a cardinal feature of our foreign policy. We have undertaken not only to build but to police and to guard the Panama canal. This means, unless we are willing to accept the humiliation of being treated some time by some strong nation as a vain and weak braggart, that we must build and maintain our navy at the highest point of at will; for, remember that our doors And, oh my friends and fellow-Americans, I most earnestly hope all our people will remember that in the fundamental questions most deeply affecting the life of the nation can be no proper division on party Matters of such grave moment shou'd be dealt with along the lines of con-sistent and well though-out policy, without regard to any change of administration o of party at Washington. Such questions as the upbuilding and maintenance of the United States Navy, the completion of the Panama canal in accordance with the plans now being carried out and the improve-ment of the Mississippi river are not party questions. I am striving to accomplist what I can in such matters as these because the welfare of the nation imperiously demands the action that I am taking. It is action in the interest of all the people, and the need for it will be as great long after I have passed out of public life as it is now. On these great points that I have mentioned. as on others I cou'd mention. from the standpoint of the nation the policy is everything, while it is of little import-ance who carries it out so long as it actual-ly is carried out. Therefore, I hope you will see to it, according to your best en-

Regulation of Railways.

deavor, that the policy is accepted as per-manent, as something to be persevered in because of the interest of the whole peo-

ple, and without regard to any possible

ways by Congress under the interstate commerce clause of the Constitution. In my judgment the old days of happy-go-lucky indifference on the part of the public to the conduct of the corporations have passed. The American people has made up its mind that the conditions of modern industrialism are such as imperatively to demand supervision in the interest of the people as a whole over these great corporations. mand supervision in the interest of the peo-ple as a whole over these great corporations. Most emphatically we should do full jus-tice to them; but in return we should exact justice from them to the public. Some of them have become so habituated to disre-garding everything but their own wishes and interests that the effort to establish a proper supervision over them has aroused on their part a curiously increasonable antagonism. Their spokesmen do not seem to be aware that in what we have been trying to do we have not been improperly radical; using the word in its right sense, we have been conservative. We have merely taken the first steps in a policy which must be permanent if our democratic institutions are to endure; while, as a matter of course, we must also keep ever in mind that it is exactly as injurious to true democracy to inflict, as tamely to suffer, wrong. We can no more tolerate injustice to the railroads than injustice by them; one course is as immoral and as fundamentally mischievous and injurious to the people as the other. In the matter of supervision of the great In the matter of supervision of the great railway corporations we are acting as all civilized governments have already acted or are on the coint of acting. The unrestricted issue of railway securities without any supervision, and under circumstances which often result in the gravest scandal, should not be permitted, and only by governmental action can it be prevented. It is already thus prevented in England and Germany, for instance. In England the first Germany, for instance. In England the first royal commission of rallways, of which that great parliamentary and popular leader, William Ewart Gladstone, was chairman, Willam Ewart Gladstone, was chairman, set forth as fundamental the very principles which here have at last been enacted into law, or which, as I firmly believe, vill speedily be enacted. Of cours: in any movement like this in which we are now engaged, in any movement looking to the regulation of vast corporate wealth engaged in interstate business, and to the cutting out of all abuses connected therewith, there will at times he suffering in with, there will at times be suffering in which, unfortunately, many innocent people will be involved. But such suffering of the innocent is unavoicable in every great movement of life. Able and unscrupulous men are sure to deceive certain innocent outsiders and persuade them to invest in ventures under conditions which render loss certain when certain when the force of the law is asserted. I am exceedingly sorry for these innocent people; but it is not possible, because of them, to refuse to proceed against the men who have victimized them. It is just such a case as would occur if an unscrupulous man with counterfeit

money visited some remote vil'age, spent his money and then disappeared. The local innkeeper and livery stable keeper, the shopkeeper and the neighboring farmer would all have been victimized; they would have lodged and fed the man have suphave lodged and fed the man, have sup-plied him with goods from the store and the farm, have hired horses and wagons to him, and in return would find themselves loaded with counterfeit money. If, under such circumstances, the government found out what had happened it would have no alternative save to stop the circulation allernative save to stop the circulation of the counterfelt money, though those possessing it were innocent. It would, of course, try to secure the conviction of the thief, but if he had escaped the jurisdiction of the law, it would nevertheless be impossible to let his innocent victims continue to pass his by no means innocent counterful. counterfeit money. Well, just the same thing is true when it comes to enforcing the law against business men of great wealth who have violated it. People are always beseeching me not to enforce it against them, because innocent outsiders may be hurt, or, only to enforce it with a gentleness that would prevent anybody, good or bad, from being hurt. It is not possible to comply with such requests, even when they are made in good faith. This is a government of law, a law which applies to great and small alike. I am sorry indeed when it happens that big men who do wrong have involved smaller men with no bad intentions to such an extent that they suffer when we force the undoing of the wrong. But we cannot hold our hands for such a consideration. The responsi-bility for the suffering of those innocent outsiders lies, not with us who put a stop to the wrong and punish the wrongdoers, their victims.

High Individual Average of Character In conclusion, friends, let me impress upon you one thing. Good laws can do much good; indeed, they are often indispensable. There is urgent need that we should have honest and efficient legislation and honest and efficient action by those whose province it is to put the legislation into effect. But there is infinitely more need of a high individual average of character. The only permanent way to help any man is to help him to help himself. To teach him permanently to depend on anything save his own powers is to do him harm and not good. Let no man persuade you that laws by themselves, no matter how necessary and beneficial, will make any community happy and prosperous, or be even the chief factors in securing such happiness and prosperity. In the last analysis the vital factor in each man's effort to achieve success in life must be his own character, his own courage and upright-ness and intelligence. In this audience are many men who wore the gray in the great civil war. In every audience I have spoken to on this trip there have been men who fought in either the Union or Confederate army, and often representatives from both armies. Now, you men know that while in time of war there is need of good generalship, need of good organization, yet the determining factor in the regiment, the bri-gade, the army, is, and must ever be, the individual character of the individual sol-dier; his prowess, his hardihood, his unylelding resolution, his stern fidelity to duty his capacity to act on his own individual serve over or under or with others in per-fect harmony and obedience. It is the character of the man in the ranks which primarily determines the failure or success of battle and campaign. In the great civil war our armies, northern and southern alike, won their high position forever and all time in the undying regard and admira-tion of their fellow-citizens because the average man in the ranks, the average man who carried saber or rifle, had this high standard of personal quality. Just as it was in time of war, so it is now in time of If a man has not got the right stuff in him then no law can possibly get it out of him, because it is not there to get out. All that the law can do is to punish evil, to encourage what is good and to secure, so far as is possible, an equality of opportunity for all men to show their strength of body, mind and soul in the hard struggle

Skiddoo Orders for Socialists.

PARIS. October 5 .- Four Spanish social ists who came to this city for the purpose of addressing the proposed socialist mass meeting of protest against the French and Spanish operations in Morocco were served with expulsion orders immediately on their arrival and left on the next train.

When a man or woman finds sickness coming on, such as indigestion, weak eyes, bowel complaint, kidney trouble, etc., it is time some attention is given to the subject of food and

In practically all such cases where coffee or tea is the drink, one can obtain relief by quitting the coffee or tea and taking Postum; for he leaves off a drink that is an active producer of disease and takes in its place a powerful liquid food that contains elements for rebuilding the nerve centers which have heretofore been torn down. "There's Reason."

Washington and Baltimore.

INITIAL DEPOT BUILT HERE

Erection of B. and O. Station Nearly Seventy-Five Years Ago.

WELCOME TO FIRST LOCOMOTIVE

Expectations of Railroad People and General Public Long Ago Surpassed-In Early Days.

Apropos of the early completion of the new union station, it is recalled that less than three-fourths of a century ago, at a simple platform near the site of the census office, the first railroad company to On the depot property was a three-story operate in this District had for a few brick structure, which had been a boardingmonths its terminal. And there are a few persons now residing in this city who remember the entry of the iron-horse-drawn carloads of passengers between 12 and 1 clock August 25, 1835.

With all the railroads entering the District reaching the new station through tunnels it would seem that perfection has been reached in the way of facilities and accom-modation for the public. But with the tracks running to the Capitol building a President-elect as well as the legislators may be landed there direct from their homes, and enter upon their duties before coming in contact with the Washington public. It will be possible, therefore, in the inauguration of a President, for him to start from his home and go direct to the Capitol.

That the expectations of the railroad peo

ple and the general public in the progress of railroading have long since been sur-passed is evident in the multiplicity of trains, in the erection of the depots now in use, and in the remarks made on the occas.on of the opening of the Baltimore and Ohio road, when the mayor of Washington, Col. W. A. Bradley, and the councils and others welcomed P. E. Thomas, president, the directors and others

He congratulated them on having com

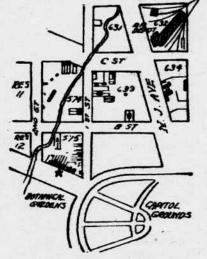
pleted a link in the chain which he hoped to see extended from Portland to New Orleans, binding on the seaboard the re-mote parts of the Union.

Was Considered Fine.

"A few years ago," the speaker added, the weary traveler leaving Washington "the weary traveler leaving Washington at the rising of the sun was still toiling at sunset. Now a man of business in Washington may visit Baltimore, purchase his ington may visit Baltimore, purchase his goods, return before evening, unpack his goods and expose them ready for sale in the morning." The mayor expressed the hope that soon New Orleans would be brought as near Washington as was Bos-President Thomas in his reply concurred

lages. Travelers through, to and from had lages. Travelers through, to and from had before depended on stages, etc., by land, and a few steamers and packets by water. Consequently the construction of other means of travel was a subject of much public interest. The Baltimore and Ohio railroad had been opened between Baltimore and Ellicott's mills, now Ellicott City, in 1830, because being then used but in the next. horses being then used, but in the next year a mechanical horse, the locomotive engine, took the place of animal power. The Washington branch, authorized by the state of Maryland, was given authority to enter the District and city in 1831, and it was constructed, but was not ready for operation from the Washington end until August, 1835. As sections of the track were completed they were operated, Laurel, Beltsville and Bladensburg in turn being the connecting points where Stockton & Stokes' and Bellshoover & Co.'s stages transferred passengers, Gadsby's National and Brown's Indian Queen hotels being the starting points in Washington. Effort was made to complete the road to this city by July 4, 1835, that being the anniversary of the laying of the corner stone by Charles Carroll, the last of the signers of the Declaration of Independence. There were several causes for the change of program—conflicts and riots between the factions of laborers employed, delay in delivering the iron rails, etc. While much of the disorder was suppressed through the offices of priests and others when th participants were of the same nationality, some of the outbreaks required military backing of the civil authority. Troubled by Strike.

A serious conflict took place in June, 1835, a few miles north of Bladensburg. An increase of wages was asked by a number of the laborers, and on refusal several hundred went on a strike and marching down the track, called on others to join them or take the consequences. All who declined to stop work were attacked and beaten. The sheriff, with a posse, arrested a dozen or more of the ringleaders who were jailed, and the strike was ended Bladensburg was reached July 23 and the stage route from the city terminated there. While that portion of the road south was under construction interest increased, and when the city boundary was reached it was the objective point of many Washingtonians and others who patiently anticipated the entry into the city. The only mail



Star Shows Where First Trains Entered the District.

route north of New Jersey avenue and C street exists today, and the track laying having been completed the formal opening took place, as stated, August 25, 1835, the landing place being a platform in the open in the square on which the census office is About 10 o'clock a.m. that day Mayor Bradley, with the officers and councils of the city, accompanied by the Marine Band, left here in two cars to meet the visitors at the District line, and there awaited the arrival of the four trains. About noon they appeared, with about 800 persons. The trains were drawn by the "George Washington," the "John Adams," the "Thomas Jefferson" and the "James Madison" engines. At the point mentioned all debarked and the mayor welcomed President Thomas, the officers and directors of the road and others. Boarding the trains, the party soon reached the neighborhood of 1st and C streets, where a few thousand Washingtonians were on hand to cheer. There was no crowding, for few houses were near by. The visitors were escorted to the Indian Queen (now the Metropolitan) and Gadsby's National hotels and entertained.

feet in depth over a bed of white grave, and it was a favorite place for the hackmen to water their horses. It was not, however, entirely safe, as was proven by the drowning therein of a hackman and his horses about seventy-two years ago, the team getting in a hole, and there were more instances than one, after storms, of the turbulent waters wrecking the bridge or archway on the avenue, as well as houses, the Jackson Tavern on the avenue about 1839 and Foy's Hotel on C street. In the fifties a man slipped in the creek and was drowned in eighteen inches of water, but whisky had much to do with it. For many years there was barely room between the railroad buildings and the stream for a carriage or wagon, with no protection by barrier. As a result now and then some one fell in the water, but it being shallow

few fatalities occurred.

The avenue had been improved a year or two before and part of the wooden bridge damaged in a recent flood had been replaced

Little of the reservation opposite the sta-tion had been used as the Botanic Garden. and much of it was swampy, the Tiber as an open stream passing through it. On the avenue between the Tiber and the Capitol grounds there were few improvements other than the Andrew Jackson tavern and J. T. Kellmon's grocery. West of the depot site were several three-story bricks owned by Elexius Simms, D. D. Arden and others, most of them occupied as boarding houses. house, and a few minor improvements, shops, etc. In a short time this property was fitted for depot purposes, the brick building for offices and living rooms, and in place of the shops a waiting-room, north of which were the car sheds. A bell surmounting the brick structure gave ten minutes' notice of the departure of trains on their two daily trips to Baltimore, a distance of forty miles, accomplished in a little more than two hours, the usual speed being eighteen miles an hour. Mr. George Sweeny was the first agent of the railroad here, and in his day with a force of less than half a dozen managed the passenger, baggage and freight business. After Mr. Sweeny, John Stettinus was the agent and later Thomas H. Parsons. He was followed by George Gilbert, and, in war times, by George S.

Visit of Military Companies. Among the most notable events in con-

nection with the depot at the original location was the visit of the military companies September 12, 1836, and for many years it was regarded as the time the Washington branch went into service. The fact that the first parade of the Washington Light Infantry was then made, and the further fact that it was about that date the main stem was completed to Har-pers Ferry, then connecting with a road to Winchester, being responsible for the impression. As stated, the Maryland troops had performed service for the railroad in putting down riots and preserving order. For appreciation of the services the com-pany tendered them an excursion to the volunteer companies to honor and escort the visitors. A new company was, how-ever, in process of organization, and when it was learned that September 12 had been set for the excursion the new company, the Washington Light Infantry, de-termined to receive and pay honors to the visitors, and efforts were made to that end. The uniforms were being made, but



Originally a Boarding House, But Later Used for Depot Office Purposes. which conveyed 300 troops with their accoutrements. Although the full power the engines was by no means brought into play on this memorable occasion, yet the result had a very impressive effect on the many thousands who had witnessed it and were thus furnished with ocular demonstration of the new and immense facilities created by railroads and locomotive engines upon them in the transit of persons and roperty and, in fact, of whole armies and their accompaniments."

Arrival of Gen. Harrison.

The arrival here of Gen. W. H. Harrison in February, 1841, preceding his inauguration as President, was an event of more than ordinary interest. Preparations had been made by Mayor Seaton and the city councils to receive him, but for some reason he was landed in the depot ahead of the time he was expected. It so happened that Mr. James Lawrenson: long a spondent and connected with the Intelligencer, was there and he knew of the arrangements, and informed Gen. Harrison. It was snowing at the time and he suggested that they retire to a room and await the mayor and committee whom he was suit would soon appear. This the general did and in a little time the receiving party appeared. By that time several hundred persons, despite the snowstorm, had formed lines on the avenue through which Gen. Harrison was escorted, while there were continuous cheers as he passed. He persisted in acknowledging the ovation by uncovering his head, and to the cold then contracted by him was his death in a month after his inauguration attributed. Up 4½ street he was escorted to the City Hall, where he was formally welcomed, and after receiving many citizens repaired to the residence of the mayor as the guest of the latter.

the guest of the latter.

As stated, the avenue or 2d street depot was in service for eighteen years. During that period all the railroad business, passenger and freight, in the District was transacted there, and it was becoming too small for the service. The passenger business had grown proportionately with the population, more than doubled, and half a dozen trains each way hauled the passengers. For the accommodation of the dozen trains each way hauled the passengers. For the accommodation of the freight a warehouse with office and sheds had been erected in the square between B, C, 1st and 2d streets. More room was greatly needed and the question as to where should be located the derot was an important one. While the railroad company was considering the matter the government and the corporation were looking ment and the corporation were looking to the approaches to the Capitol grounds from the northwest by way of Indiana avenue, and the making of a short cut between the Capitol and the City Hall stream which, passing through Judiciary Square, flowed in Indiana avenue eastward be considered as large items involved in

the improvements projected Left Below Grade. Congrees, in 1848, appropriated \$13,500

for grading and graveling Indiana avenue 3d street to Capital Hill, and constructing a culvert under the same. Additional appropriations were made in 1850, and by 1852 more than \$23,000 had been paid out. In 1850 appropriation was made for the improvement of New Jersey avenue from

secured the eastern portion of reservation 12, fronting Pennsylvania avelue west of 2d street, or Tiber creek, lots 1 and 2 and parts of 16 and 17, extending to B street, as a site for a depot, with the square on which is the present depot, for an engine house. The Tiber near the avenue ordinarily gently flowed as a wide stream a few feet in depth over a bed of white gravel

was done, and the present New Jersey avenue depot was erected, and opened for business in 1852. Before Gov. Shepherd's regime, when the grades of New Jersey avenue and C street were raised, half burying the depot from view, it was regarded as a most beautiful structure, and for a few years was seldom taxed to its capacity The square was purchased in 1835 by the railroad company and had been partially

used as the location of the engine house On the banks of the Tiber a safe foundation for a building of the size and for heavy trains was questionable and many piles were driven.

After the removal of the freight building on the site of the census office the ground went into possession of M. G. Emery and for many years was used by him in the store-cutting business. The old depot building, now 203 Pennsylvania avenue, be-came a saloon, and the sheds, now covered by 201 and 205, were converted into a place of amusement, at which Matt O'Brien and Ham Duvall, the first a fine sentimental vocalist and the latter noted as a delineator

sheds, going into the United States service Gen. Pierce Greeted.

in April.

in negro character, afterward appeared. In 1861 the Mechanical Rifles, Capt. A. Ruth-

erford, were organized and drilled in the

One of the first instances of a crowd here was when Gen. Pierce arrived a few days before his inauguration, in March, 1853, 'seeing the President come in" being an epoch in the life of a Washington boy of that period, and frequently the boys out-numbered the grown people. During the war, when troops were arriving and depart-ing by thousands, and ofttimes 'mid the panoply of war, were scenes of suffering and distress witnessed in the arrival of trainloads of wounded soldiers. There were near the tracks two large frame buildings, one of which had been used by Mr. James P. Crutchett as the Mount Vernon cane fac tory, and the other erected by the quartermaster's department. There also was a depot of the sanitary commission, and through the many thousands of soldiers who obtained shelter and warm meals the Soldiers' Rest and Soldiers' Retreat in Washington were known throughout the

The exigencies of the war after the army had entered Virginia led to the extension of the railroad across the Long bridge, and in 1862 there were not only railroad tracks into the city in Maryland avenue between 9th and 10th streets southwest, but along Maryland avenue, 1st and C streets to the Baltimore and Ohio depot. A. Maryland avenue and 9th street was the local depot, used by the govern-ment and the Alexandria railroad—a frame building which was with that road afterward acquired by the Baltimore and Poto-mac railroad, included in the Pennsylvania system. In war times it was not an infrequent occurrence for troop trains coming through Baltimore by the Northern Central and the Philadelphia, Wilmington and Bal-timore railroads to be landed on Virginia soil. There were, however, occasions when the Maryland avenue depot was the scene of much activity in its early history, as when troops were embarked or land-d, and when loads of sick and wounded soldiers were brought in from the battlefie ds and sent to the many hospitals. Not infrequently at inaugurations or other gala times the capacity of the roads was taxed.

Entry of Baltimore and Potomac. The Baltimore and Potomac railroad, con-

structed under an act of the legislature of Maryland for a road from Baltimore to the Potomac river, in Charles county, had auwith the mayor as to the advantages.

"It is in Maryland," he said, "that the Atlantic, rolling far up the magnificent estuary of the Chesapeake, seeks to bring its waters into closer proximity to streams that flow into the gulf of Mexico. • • • We trust the day is not far distant when the traveler who sees the luminary rising from the bosom of the Atlantic may the same day witness its descent in the horizon that circumscribes the waters of the Mississippi."

The city then had not 30,000 population, nor the District, including Alexandria, more than 40,000, and had not lost much of its appearance of a number of scattered villages. Travelers through to and from host. "A number of volunteer companies of Baltimore and the adjacent counties, amounting to more than 1,000 citizen soldiers, were conveyed to Washington and back by four locomotive engines, one of erect a permanent depot-on the Mall at the southwest corner of 6th and B streets, the present site. It was antagonized by rival interests and by a goodly portion of the community, but without success, for in May, 1871, the municipal authorities expressed approval of the site, and a year May, 1871, the municipal authorities expressed approval of the site, and a year later authority was given by Congress for its use. In the early part of the century Tiber creek covered the whole site, as well as the beds of 6th and B streets, and the site was mostly of made ground and presented difficulties to the erection of any substantial building. Between 6th street and the canal there had been a few woodwards. The foundation, therefore, was the and the canal there had been a few wood-yards. The foundation, therefore, was the most important feature of the projected building. To make the foundation of suf-ficient strength for the massive building the driving of piles was resorted to, and many of these went to a depth of thirty-five feet and more. The building, as is well known, is a three-story brick structure on stone foundation, and at the time of its erection was regarded as the most complete erection was regarded as the most complete building of the kind. While this building was in course of erection, until the spring of 1873, temporary platforms were in use

Interested the Community.

That this work interested the community was easily seen by the number who watched it. Mechanics especially looked to the hanging of the floors by iron rods, which was made necessary by the opening from main floor to roof, and there was much conjecture as to the sufficiency of that por-tion beneath the ground.

Then there were six trains each way daily, the conductors being George W. Hambright, A. C. Irvine, C. R. Giest, James McComb, C. Miles, James McLean, John T. West, and on the Alexandria railroad, connecting with the A. and F., were Patrick Keegan and W. L. Phillips. The Washington and Alexandria railroad, having been the subject of litigation some years and in the hands of a receiver, had been leased to Oscar A. Stevens and A. J. Phelps. The control was acquired by the B. and P. and Mr. Stevens became connected therewith as

general agent.

The opening of this depot and new path of travel caused rivalry between the roads, which at times resulted in profit to the public, besides occasioning much amusement At one time a rate war severed all amicable At one time a rate was asserted as feeling for several weeks. The single fare between Baltimore and Washington had been \$1.20, with \$2 for a two-day round trip. One road dropped the price to \$1 single and \$1.50 double, and was met by a 75-cent and \$1.25 rate for limited use. Next round trips fell to \$1 on one road, good for ten days, and the other road issued unlimited tickets for 50 cents. Many looked at this rate as being at the bottom, and for some days, especially on Sundays, did the new road earry back and forth trains as heavy as could be moved, and numbers of persons laid in hundreds of tickets for persons laid in hundreds of tickets for future use. The rate war, however, came to an end and the old rates were restored. While this was the only public rate war. here have been others over the patronage of the state associations in the political campaigns, and in these rivairies the actors have been agents of the passenger depart-ments. To secure the patronage of voters n the larger states each company made concessions as to rates, baggage, etc., and at the meetings of the associations the agents were given an opportunity to present the claims of the rival roads.

Can Appreciate Progress Made.

On one occasion the voters of the middle west were informed by an agent of the close connections, superior attractions and comforts of his road, and that they could obtain orders from him which would se-cure the reduced rates at the ticket offices. Just then the rival agent appeared with a moderate-sized handbag, and, being introduced, said:

"I represent a road-you've heard of itso I won't speak of it. All I've got to say is I am prepared here to sell you tickets and check your baggage to any point you wish to go." And taking his seal at a table, with an assistant for the baggage checks, he practically furnished the voters of the entire association the wherewithal to reach

Walter Wellman Reaches Paris. PARIS. October 5.-Walter Wellman

eader of the Wellman-Chicago Record-Herald arctic expedition, arrived here yesterday from Norway, and will leave Paris Indian Queen (now the Metropolitan) and Gadsby's National hotels and entertained. The greater number returned to Baltimore within a few hours.

Site Fronting Pennsylvania Avenue.

The company inside of a few months improvement of New Jersey avenue from horway, and will leave Paris for Chicago by way of New York in a fort-been expended therefor, a bridge over the night. He declared that the performance of the dirigible baloon America at Spitzin New Jersey avenue before that was from about the corner of C street southward, but the established grade was sevice in a fart for Chicago by way of New York in a fort-been expended therefor, a bridge over the night. He declared that the performance of the dirigible baloon America at Spitzin New Jersey avenue before that was from about the corner of C street south-been expended therefor, a bridge over the night. He declared that the performance of the dirigible baloon America at Spitzin New Jersey avenue before that was from about the corner of C street south-been expended therefor, a bridge over the night. He declared that the performance of the dirigible baloon America at Spitzin New Jersey avenue before that was from about the corner of C street south-been expended therefor, a bridge over the night. He declared that the performance of the decla